

# MONTHLY AWARD WINNERS

## Aircrew Safety

Award of Distinction

Capt Stan Shuttleworth and Jason Hilburn, call sign "Kong 22," were number two of a two-ship formation of F-15Es. Shortly after a planned formation takeoff, Capt Hilburn, the Weapons System Officer, noted a Master Caution light with an unsafe gear indication and vocalized these indications to Capt Shuttleworth, the aircraft commander. Capt Shuttleworth simultaneously maneuvered safely away from his flight lead, reduced the throttles to avoid over speeding the gear, and notified his flight lead of the problem while maintaining aircraft control. Tower personnel immediately informed the flight that Kong 22's gear was still hanging and that smoke appeared to be trailing from the aircraft. The aircrew correctly analyzed the problem as a Utility A (UTL A) circuit hydraulic failure and requested their flight lead to

perform a battle damage check. The flight lead confirmed hydraulic fluid, and not smoke, was trailing from the aircraft. Meanwhile, Capt Shuttleworth and Hilburn continued to crew coordinate and complete the multitude of checklists. After completing the "UTL A" failure checklist, they completed the Landing Gear Emergency Extension checklist and the Approach End Arrestment checklist. Realizing they were initially too heavy for a safe cable engagement, they dumped over 10,000 pounds of fuel. Kong 22 declared an emergency in coordination with RAPCON, the Supervisor of Flying, and squadron operations while maneuvering to a 10 NM final with a single-frequency approach. Capt Shuttleworth skillfully flew a flawless approach to the precise touchdown point. Their outstanding crew coordination resulted in a successful approach-end arrestment. Their actions throughout this serious emergency directly contributed to the safe recovery of a valuable Air Force asset.



**Capt Stan Shuttleworth and Capt Jason Hilburn, 355th Fighter Sqdn., 4th Fighter Wing, Seymour Johnson AFB, North Carolina**

## Weapons Safety

Award of Distinction

TSgt Shane Johnson and Ted Gacek identified the need for both the Battle Staff and Disaster Control Group (DCG) to communicate the same language during any Major Accident Response Exercise (MARE). Since these two functions are in two different geographical locations, the computer program used for Explosive Site Plans (Assessment System Hazard Surveys) was loaded on

computers in both locations. This allowed both sections to plot any accident on a map at the same coordinates and is displayed for both groups to view. In addition, the clear zones and entry control points were also plotted. This was a great improvement over the original use of a framed base map. TSgt Gacek trained individuals assigned to the Battle Staff and TSgt Johnson had it available on his deployable laptop computer located in the DCG. This concept was put to test during a major accident exercise involving aircraft for an Operational Readiness Inspection. It was identified as a strength by the Exercise Evaluation Team and as an innovative use of existing technology to solve a continuing problem.



**TSgt Shane D. Johnson and TSgt Ted Gacek, 28th Bomb Wing, Ellsworth AFB, South Dakota**

*Photo of TSgt Gacek not available.*

## Unit Safety

Award of Distinction

Capt Tucker established and led a 10-person team from the 28th Logistics Readiness Squadron through the complete development of a Hot Cargo checklist for use in the Installation Deployment Plan. His determination to have a tested document in place prior to an Operational Readiness Inspection (ORI), and the need for accountability and communication was demonstrated during two earlier local Operational Readiness Exercises (OREs). Both OREs received an unsatisfactory rating due to safety violations. During an ORE, a convoy of Hazard Class/Division 1.1 explosives stopped near the mobility processing center for individuals to retrieve paperwork. This exposed nearly 275 non-related personnel to

mass-detonation explosives, including hand grenades, land mines, and Lite Antitank Weapon Rockets. Captain Tucker's team developed a 21-line checklist that covered all aspects of the Hot Cargo process — identifying required units for buildup, identifying an expeditor to be the focal point for the entire process, radio communication between the entire convoy, and ensuring compensatory actions were completed prior to cargo movement. Their actions during the Hot Cargo process assisted in the overall excellent rating for Deployment Cargo Processing during the ORI, but more importantly it kept ACC personnel safer. The following personnel were part of the team that developed the Hot Cargo Checklist: Capt Andrew Tucker, Lt Jason Bowden, Lt Carrie Kessler, SMSgt Joe Kern, MSgt Bruce Gegner, MSgt Glenn Miller, TSgt Ted Gacek, TSgt Dan Miller, TSgt Richard Haggan, TSgt Shane Johnson, and Ms. Lisa Brackett.



**28th Logistics Readiness Sqdn., 28th Bomb Wing, Ellsworth AFB, South Dakota**

## Pilot Safety

Award of Distinction

Capt Cook and his flight lead were accomplishing a Battle Damage (BD) check following a Tactical Intercept Mission Qualification Training sortie. During the BD check, he noticed that his F-15C wasn't handling correctly. The pitch and roll functions of the Control Augmentation System (CAS) were malfunctioning and the nose of the aircraft was oscillating in the pitch axis. In accordance with the checklist, Capt Cook tried to reset the pitch and roll CAS, but they would not reset and he left them off for the rest of the sortie. As he was low on fuel and within 15 miles of the field, he declared an emergency and set himself up on a base leg for a straight-in approach with the plan being to con-

duct a controllability check on final. With his flight lead in chase, he experienced a second malfunction when he lowered his landing gear. Once again, the master caution light illuminated, this time for an anti-skid light. While contacting the Supervisor of Flying, he and his flight lead ran the checklist for an anti-skid malfunction which recommended an approach-end arrestment. Due to the compressed time and multiple emergencies, he completed the controllability check, devised a plan, and notified supervision. Although not perfect, he assessed that the aircraft was controllable enough for him to take an approach-end cable. He then set his F-15C up for a visual straight in. Capt Cook executed a flawless approach-end cable engagement, accomplishing all of the appropriate checklists prior to a fuel deficient situation. Despite his status as a new wingman in the squadron and in the mission qualification program, his quick thinking, situational awareness, systems knowledge, and sound cockpit resource management skills allowed him to handle a potentially dangerous compound emergency and preserve a vital Air Force asset.

**Capt Chad W. Cook, 390th Fighter Sqdn., 366th Fighter Wing, Mountain Home AFB, Idaho**